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Amateurs a Specialty.
No. 24, Queen's Road Central
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The China Mail.

ESTABLISHED 1845

Printed for the
Indians
at the
ALEX. ROSS & CO.
Machinery
Department.

No 17,155.

號三十月五年八十壹百九千壹英

HONGKONG, MONDAY, MAY 13, 1918.

午戊次歲年七國民華中

PRICE \$3.00 Per Month.

THORNE'S OLD VAT No. 4. SCOTCH WHISKY.

SOLE AGENTS
A. S. WATSON & Co. Ltd
WINE & SPIRIT MERCHANTS,
HONGKONG.
Tel. 616.



NOTICE.
ANY EUROPEAN OR ASIATIC
INDIAN desiring to leave the
Colony should apply in person at the
Central Police Station between the hours
of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m.
daily.
Applicants will be required to produce
Passports or identification papers. All
persons, with certain exceptions, who
remain in the Colony for more than
7 days are required to register them-
selves under the REGISTRATION OF
PERSONS ORDINANCE 1916. Forms
of Registration giving the particulars
required may be obtained at the G.P.O.
and at all Police Stations.
The Penalty for non compliance is a
fine not exceeding \$50.

**NORTH BRITISH & MERCANTILE
INSURANCE CO.**
WHICH ARE THE HEADS OF
THE OCEAN MARINE INSURANCE
COMPANY, Ltd.,
and
THE RAILWAY PASSENGERS
ASSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1914.
\$23,970,367.
1—Authorized Capital \$5,000,000
Subscribed Capital \$4,000,000
Paid-up Capital \$2,437,500
11—Fire Funds \$3,837,047
117—Life & Annuity Funds \$17,537,590
Sinking Fund Account \$23,970,367

Reversion Fire Branch \$2,381,454
Life and Annuity \$2,141,593
Branches \$37,339
Reversion Marine Department \$478,940
Other Receipts \$5,539,223

The Accumulative Funds of the various
Branches are separately invested, and, by
Act of Parliament, are set aside to meet
the claims under the respective Depart-
ments of the Company's Business.
SHEWAN, TOMES & CO.,
Agents.

**PEAK TRAMWAYS COMPANY,
LIMITED.**
TIME TABLE

WEEK DAYS
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS
8.30 p.m. and 9 p.m., 9.30 p.m. to 11.00
p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of
an hour.

SUNDAYS
7.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.30 a.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 8.30 p.m. Every 10 minutes.
8.30 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS on Week Days.
Sundays
Extra Car at 12 midnight.
SPECIAL CARS by arrangement at the
Company's Office, ALEXANDRA BUILDING,
Des Voeux Road Central.
Season and punch tickets available for
all cars not already full running at the
time stated in the Company's time tables,
but not for special cars, can be obtained
on application at the Company's Office.
No Season ticket will be issued until
payment therefor has been made in Bank
Notes or by Cheque or Compendore order
representing Bank Notes.

**JOHN D. HUMPHREYS & SON,
General Managers.**

TANG YUK DENTIST, successor of
the late SHER TING
14, D'ARCY STREET
TERMS VERY MODERATE
Qualification free

BUSINESS NOTICES W. S. BAILEY & CO., LTD. ENGINEERS and SHIPBUILDERS. KOWLOON BAY.

Steam and Motor Vessels,
Steel Building Work of every Description,
Castings, Forgings, Repairs and Supplies.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT
CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.
Sailings:—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 4 p.m.

HONGKONG-MACAO LINE.
Sailings:—To Macao daily at 8 a.m. (Sundays 9 a.m.) and
2 p.m. (Sundays 1 p.m.)
From Macao daily at 7.30 a.m. and 2 p.m. (Sundays 3 p.m.)

Further information may be obtained at the Company's Office, Hotel Mansions,
or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

**WATSON'S
E**
THE PREMIER SCOTCH OF
THE FAR EAST
FOR 25 YEARS.
POPULARITY MAINTAINED BY ITS EXCELLENT
QUALITY. NOT BY EXPENSIVE WORLD-WIDE
ADVERTISING.
A. S. WATSON & Co., Ltd.,
WINE AND SPIRIT MERCHANTS,
HONGKONG.
TELEPHONE No. 616.

**A PREVENTIVE OF MALARIA
MOSCATINE.**
The infallible Insect Repeller.
Delicious Perfume. Perfectly Harmless.
PRICE 50 cts., \$1.00, \$2.50 PER BOTTLE.
PREPARED ONLY BY THE
VICTORIA DISPENSARY.
32, Queen's Road Central.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.
Established 1883
MANUFACTURERS OF
PURE Manila ROPE
STRAND 3" to 15" CIRCUMFERENCE
CARLE LAYED 8" to 18" CIRCUMFERENCE
4-STRAND 3" to 10" CIRCUMFERENCE
Oil Drilling Cables of any size up to 3,000 feet in length
Prices, samples and full particulars will be forwarded on application to
Shewan, Tomes & Co., General Managers.
Hongkong, April 11, 1918.

THE KWONG HIP LUNG CO., LTD.
(NOW RECONSTRUCTED)
ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two Slipways and can accommodate any craft
of 200 feet long.
Town Office: 41, Commercial Road, Canton, Hongkong. Telephone No. 400
SHEWAN, TOMES & CO. LTD., Hongkong. Telephone No. 9.
Business conducted on application. WORLD PRIZE CO., London.
Hongkong, April 8, 1918.

BUSINESS NOTICES
TAIKOO DOCKYARD.
BUILDERS OF SHIPS & ENGINES
OF EVERY DESCRIPTION
—THE TAIKOO DOCKYARD & ENGINEERING COMPANY—
OF HONGKONG LTD.
—TELEPHONE 100—
—BUTTERFIELD & SWIRE—
—TELEPHONE 212—

YEE SANG FAT CO.
Just Arrived
RAIN COATS
Waterproof Guaranteed
ALSO
UMBRELLAS
AND
Gent's Waterproof
BROWN BOOTS
at \$15.00 Pair.
YEE SANG FAT CO.,
34, Queen's Road Central.

GREEN ISLAND CEMENT CO., LD.
PORTLAND CEMENT
In Casks of 375 lbs. net.
In Bags of 250 lbs. net.
SHEWAN, TOMES & CO.
GENERAL MANAGERS

THE HONGKONG HOTEL
AND
GRILL ROOM
J. E. TAGGART
MANAGER

THE PEAK HOTEL.
1,500 Feet above Sea Level.
15 Minutes from Landing Stage.
Under the Management of
Mrs. BLAIR

OSTEND AND ZEEBRUGGE THE FINISHING TOUCH. H.M.S. VINDICTIVE FILLED WITH CONCRETE AND SUNK.

(Reuter's Service to the China Mail.)

ADMIRALTY COMMUNIQUE.

London, May 10.

The Admiralty states:—

An operation designed to close the
ports of Ostend and Zeebrugge was
successfully completed on the night
of the 9th instant, when the obsolete
cruiser *Vindictive* was sunk between
the piers and across the entrance to
the Ostend harbour.

Since the attack on Zeebrugge on
April 23rd, the *Vindictive* had been
filled with concrete and fitted as a
blockship.

Our light forces returned to their
base with the loss of a motor launch,
which was damaged and was sunk
by the Vice-Admiral's orders to pre-
vent it falling into the enemy's
hands.

Our casualties were light.

PUBLIC SATISFACTION.

LATER.

The greatest satisfaction is felt at
the successful operation at Ostend.
One or two vessels which participated
show scars of battle. Some bodies
have been landed at Dover.

No further details are procurable
at present.

DETAILS OF THE ENTERPRISE.

LATER.

The blocking of Ostend was carried
out, as previously, under the direc-
tion of Commodore Lynes. The
weather conditions were ideal until
1.45 in the morning, a quarter of an
hour before the *Vindictive* was fired
to arrive at the entrance. Then a
sea-fog drifted to the shore, reducing
the visibility to 300 or 400 yards and
rendering the work very difficult.
The *Vindictive* for 20 minutes crossed
and re-crossed west and east, seek-
ing the entrance and was subjected
to a fire which caused casualties. At
about 2.20 in the morning the crew
were delighted to find themselves
almost alongside the piers. Then
came the great ordeal. Shot and
shell were battering the *Vindictive*.
The Captain swung her into the
Channel and rammed her stern
against the eastern pier. Finding
the *Vindictive* aground and her aft
immovable her officer cleared the
engine room and stokehold and blew
the chimneys.

The crew jumped into two motor-
boats, which were gallantly standing
by, ready to rescue the men. The
Vindictive was then lying at an
angle of 40 degrees on the eastern
pier. The Germans frantically en-
deavoured to prevent the escape of
the crew and a hurricane of shells
was raining round the departing
launches. One of these sighted the
Hulship *Harwich* with Admiral Keyes
on board at 3.15 in the morning, and
two Lieutenants and 88 of the *Vin-
dictive*'s men were taken off. One
man was dead.

All on board the *Vindictive* were
volunteers from the Dover Patrol
including one officer who participated
in the Zeebrugge attack.

Commodore Lynes' report says the
enemy did not interfere with
the passage out of the small craft.
All were despatched to their stations
with supporting destroyers, and two
motor-boats were detailed to torpedo
the piers. The seagoing stopped the
work of the accompanying aeroplanes
for a time. Even the searchlights
were invisible, but the weather cleared.
When the *Vindictive* arrived
the air attacks recommenced. For
an hour the scene was very lurid
with the thunder of guns and sea
and land explosions and aeroplane
bombs and the smoke arising from
the piers and the *Vindictive* and
the piers.

Commodore Lynes says that the
two rescuing motor-boats brought off
three officers and 40 men of the *Vin-
dictive*'s crew. Two other launches
searched the shores carefully under
very heavy fire and found nobody.
The *Vindictive*'s crew numbered 52
officers and men. She was about
two miles from land when the enemy
opened fire. All the casualties were
caused by the fire of numerous six-
inch and four-inch guns, at least one
11-inch gun and a hundred machine-
guns.

Commodore Lynes mentions that
none of the German ships at Ostend
ventured to sea to repel the attack
of the British, whose operations were
covered by monitors. The fire from
the coast batteries was so heavy that
200 shells fell close to two of the
monitors without hitting them or
causing casualties. The aimers of
the Dover Command incessantly
bombed the enemy airmen. It was
subsequently ascertained that the
Vindictive was lying 150 to 200 yards
inside the pier. No attempt was
made to land the men. No Germans
were visible on the pier.

It is now disclosed that the previous
attempt to block Ostend failed be-
cause the enemy had just previously
moved the buoy out of position.

WHAT THE RAID HAS ACHIEVED.

EXPERT OPINIONS.

London, May 11.

It is stated on unquestionable
authority that the *Vindictive* lies in
the neck of the Channel at the en-
trance to Ostend harbour at an angle
of about thirty degrees. Lying thus,
she does not effectively block the
Channel, which is 20 feet wider than
the length of the *Vindictive*, but a
very useful purpose has been served.
A partial and very serious blockade
has been achieved and the obstruc-
tion will certainly tend to increase,
under the conditions of tide and rapid
silt prevailing on that coast. As it
is, it is not claimed for the *Vindictive*
that the present egress of submarines
even will entirely stop, nor the egress
of destroyers. It will materially
hamper both, however. What is
very important is that the German
light craft, when chased by our sea
forces, will not be able as they have
so far been able to rush full speed
into shelter.

The British casualties so far as
can be ascertained are well under 30.

The plan followed was almost an
exact repetition of that at Zeebrugge.
It was carried out between midnight
on Thursday and 4 this morning.
There were supporting vessels and
heavy fire. The smoke screen was
again employed and climatic condi-
tions were fairly favourable. The
small number of casualties indicates
the enemy's surprise.

It is computed that at least three
or four days must elapse before a
channel can be cleared and buoyed
between the stern of the sunken
cruiser and the land. The silt is col-
lecting very fast at Zeebrugge,
despite the dredging. The blocking
cruisers are so placed that any at-
tempt to blow up the obstruction
would be fraught with considerable
danger to the neighbouring perman-
ent structure.

(Continued on Page 5.)

FOR A LAMB BACK.

WHEN you have pains or lameness
in the back, the best remedy is
Chamberlain's Pain-Expeller. A day
commencing with the use of the Pain-
Expeller at each application. The
dramatic success of Chamberlain's
Pain-Expeller is due to its power to
reach the seat of the trouble and
destroy the cause of the pain.

INTIMATIONS

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the HONGKONG CLUB will be held in the LARGE DINING ROOM on THURSDAY, the 16th inst. at 8.30 P.M.

Business:—As set forth in the Notice posted in the Hall of the Club.

By Order
E. DES VEAUX,
Secretary.

Hongkong, May 7/1918. 395

THE CHINA-BORN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTEENTH YEARLY MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Buildings, at 11 A.M. on FRIDAY, the 17th May, 1918, to receive a Statement of Accounts to the 31st December, 1917, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 4th May to the 17th May, 1918, both days inclusive.

The CHINA-BORN CO., LTD.
W. G. DARBY,
General Manager.

Hongkong, May 2, 1918. 382

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-SEVENTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Office of the Undersigned on FRIDAY, the 17th May, 1918, at Noon.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd May to the 17th May, both days inclusive.

JARDINE, MATHEWSON & Co., Ltd.
General Agents.

Hongkong, April 29, 1918. 367

PEAK TRAMWAY COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN THAT

THE ANNUAL GENERAL MEETING OF SHAREHOLDERS of the above Company will be held at the Hongkong Hotel, Hongkong, on FRIDAY, the 17th May, 1918, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1918.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th instant to the 22nd instant, both days inclusive.

PEAK TRAMWAY COMPANY, LIMITED.
JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, May 10, 1918. 406

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN THAT THE FORTY-FIFTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, Nos. 3 and 4, Queen's Buildings, Hongkong, on THURSDAY, the 23rd May, 1918, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Accounts to 31st December, 1917, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from 13th May to 23rd May, both days inclusive.

By Order of the Board,
C. H. P. HAY,
per pro. General Manager.

Hongkong, May 11, 1918. 412

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN THAT THE FORTY-NINTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Nos. 3 and 4, Queen's Buildings, Hongkong, on THURSDAY, the 23rd May, 1918, at 12.30 P.M., for the purpose of receiving the Report of the Directors together with the Statements of Accounts to 31st December, 1917, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from 13th May to 23rd May, both days inclusive.

By Order of the Board,
C. H. P. HAY,
per pro. General Manager.

Hongkong, May 11, 1918. 413

BRITISH TRADERS INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN THAT THE FIFTY-SECOND ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Nos. 3 and 4, Queen's Buildings, Hongkong, on THURSDAY, the 23rd May, 1918, at 12.45 P.M., for the purpose of receiving the Report of the Directors together with the Statements of Accounts to 31st December, 1917, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from 13th May to 23rd May, both days inclusive.

By Order of the Board,
C. H. P. HAY,
per pro. General Manager.

Hongkong, May 11, 1918. 414

INTIMATIONS

\$100 REWARD.

THE UNDERSIGNED will pay the above Reward of \$100 to anyone returning or giving to him information as to the whereabouts of a POINTER DOG lost in Kowloon since the 1st inst. Approximate description:—Head, ears and back LIVER; small WHITE streak whole length of nose but wider near tip; WHITE patch over LEFT hip; possibly some white on neck; throat, chest, underbody and legs WHITE with small liver spots. Answers to the name of "MAX".

Mr. E. V. M. R. DE SOUSA,
1 Ormsby Villas,
Granville Road, Kowloon,
or De Sousa & Co., Hongkong.
Hongkong, May 10, 1918. 410

NOTICE.

CARVALHO & COMPANY.

NOTICE IS HEREBY GIVEN THAT MR. HENRY ARMAND BEN-RIKSON CASTRO has this Day CEASED to be the Manager of our Business at Hongkong and his authority to Sign our Firm Name has been withdrawn.

Dated this 6th day of May, 1918.
CARVALHO & CO. 383

THE DAIRY FARM ICE & COLD STORAGE CO., LTD.

NOTICE.

SHAREHOLDERS in the HONGKONG ICE COMPANY, LIMITED entitled to an allotment of Shares in the DAIRY FARM ICE & COLD STORAGE COMPANY, LIMITED are requested to forward their Claims to the Undersigned as soon as possible.

M. MANUK,
Secretary,
THE DAIRY FARM ICE & COLD STORAGE COMPANY, LTD.
Hongkong, May 9, 1918. 389

WANTED.

COMPETENT BOOK-KEEPER.

Apply in writing, stating salary required to—

PERCY SMITH, SETH & FLEMING.

Hongkong, May 6, 1918. 396

WANTED.

TWO MARINE ENGINEERS with Shop experience to act as Workshop Foremen, also a Foreman Marine Boiler-Maker and a Foreman Ship Carpenter to take up duties in Shanghai. Address all communications to—

X. Y. Z.
C/o "CHINA MAIL" Office.

Hongkong, April 10, 1918. 319

ASAHI BEER



ASAHI BEER
DAI NIPPON BREWERY COMPANY LIMITED
SPECIAL BREWED FOR EXPORT

SOLE AGENTS:
MITSUI BUSSAN KAISHA
Telephone 220 & 158

WAI KEE
FLAG & SAILMAKER,
No. 115, Des Voeux Road, Central,
Hongkong.

Telephone No. 1533.

HONGKONG, May 11, 1918.

"EMBASSY" TOBACCO



A
High-
Class
Mixture

Packed
in
1 lb. Air-Tight
Tins.

If you haven't had just THE tobacco for
YOUR PIPE try

"EMBASSY"

Stocked by all Tobacconists.

This advertisement is issued by British-American Tobacco Co., Ltd.

BANKING REFORM.

THE STATE INQUIRY INTO AMALGAMATIONS.

POST-WAR PROBLEMS.

The Chancellor of the Exchequer has announced the intention of the Government to institute an inquiry into the subject of banking amalgamations. It will not consist of bankers only, sitting in judgment on their own actions, but will include merchants and manufacturers who are keenly interested in the question. Traders and commercial men have often to go to the banks for financial accommodation for their businesses, and any development in the banking world which might influence old customs in this direction could not be regarded without misgiving, says a Home Correspondent.

Without adequate monetary facilities, trade and commerce would become restricted and employment tend to diminish. All classes are therefore affected by the policy pursued by the banks. It is not a matter of concern only to bank shareholders. The question is whether the amalgamation of banking institutions, which has now become so fashionable, is or is likely to become detrimental to the public interest.

TRADERS AND BANKS.

There has often been complaint from traders and others of unsympathetic treatment by banks when request has been made for facilities for expansion. It is not certain that when accommodation has been refused any other course could have been prudently taken. Bankers are custodians of other people's funds, and must not engage in any enterprise which has a speculative flavour.

It may be that the system is at fault and the financial institutions of a different type are required. Some attempt has been made to meet the needs of those who cannot satisfy the banks in the matter of security, but war-time does not afford a good opportunity of putting a matter of this kind to the test.

It is the post-war situation which has to be kept in mind when the desirability of these big combinations of resources is being considered. Stress is laid on the necessity of creating institutions of great power so that they may engage in far-reaching international transactions from which British overseas trade must benefit. But this will not be of advantage to the domestic trader if, in order that these operations may be financed, less capital is available for use at home.

AS GENTLE AS NATURE

describes exactly the action of Pinkettes, they do their work entirely efficiently, yet without any of the after-effects of Salts and other drastic purgatives.

PINKETTES

dispel constipation, bilious attacks, sick headaches, gently stimulate the liver and help the appetite. Of all chemicals, also put free to cents the value from the Dr. Williams' Medicine Co., 100 N. 2nd St., New York.

Price, 25c. and 50c.

These are questions that the committee to be appointed will have to inquire into. They will have to find out whether combination means less accommodation for those in need of it, or whether, as the banks will contend, the great resources at command give additional opportunities for meeting monetary requirements.

IF REFORM IS NEEDED.

Money power must not, of course, be misused, but there may be mistaken notions regarding the position of the big banks. They are able to parade resources running into scores and, in one case, hundreds of millions sterling. But banks, like most other businesses, have come from small beginnings. They did not commence with enormous deposits and assets. They have expanded with the wealth and industry of the country, and have contributed materially to its rapid progress.

Probably the high rate of dividend which most of them pay is behind the popular view that they wield an unhealthy power, but there are plenty of businesses which outstrip them easily in this respect. If there are shortcomings in their policy they should be compelled to reform, and doubtless the merchants and manufacturers on the committee will take care that the real facts are brought to light.

THE BLIND BATTALION.

OTHER BATTALIONS WHICH MAY COME TO THEIR AID.

There are now on the roll of St. Dunstan's just over 1,000 men blinded in the war—the strength of a whole battalion.

"They are fighters still," writes Sir Arthur Pearson, as chairman of the Blinded Soldiers and Sailors' Care Committee. "The blind battalion is composed of men who, since they can serve no more as soldiers, will nevertheless make their mark in the army of industry."

"Its members cannot be left to fend for themselves. They have the courage to overcome their handicap, they have the resolution to go forward in the battle of life—but it is ever against odds, and because they are blind there must always be need of the helping hand. The organization for their after-

care has been carefully planned on practical and businesslike lines.

"Will those of your readers who sympathize with them, and with the efforts which are being made for their present and future welfare, contribute, or raise L.D. Battalions in aid?"

"A battalion of sovereigns means £1,000; a battalion of half-crowns means £125; a battalion of shillings—250; a battalion of pennies—250; a battalion of half-pennies—250; a battalion of farthings represents over a sovereign."

"The men of the Blind Battalion unhesitatingly placed themselves at the disposal of their country. If their country will, as unhesitatingly, place L.D. Battalions at their disposal, it will be possible to arrange for their present and their future in a manner commensurate with the sacrifice which they have made."

L.D. Battalions should be sent to The Treasurer, St. Dunstan's, Regent's Park, N.W.1.

Joseph A. Suskind and his brother, Harry J., collected \$750,000 in tips for checking hats and coats in New York restaurants and hotels in seven years, according to statements made in the Supreme Court in Brooklyn, by Joseph who asked for a dissolution of the partnership and the appointment of a receiver. Joseph Suskind became a hat boy seven years ago, but soon joined with his brother to supply hat checkers to cafes. He estimated their net profits for the seven years at \$125,000 each.

Now is the time.

FOR rheumatism you will find nothing more than Chamberlain's Pain Balm. Now is the time to get rid of it. Try this liniment and see how quickly it will relieve the pain and soreness. For sale by all Chemists and Storekeepers.

THE MAN WHO GETS THERE

Is the man who has blood—real rich red blood—plenty of it—in his body.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

makes blood—lots of it—life giving, brain strengthening, strength replenishing blood.

OF ALL CHEMISTS

Prices: 21.25 and \$2.25

INTIMATIONS

G. FALCONER & CO., LTD.

WATCHMAKERS & JEWELLERS.

Hotel Mansions.

Agents for ADMIRALTY CHARTS

ROSS'S BINOCULARS and TELESCOPES,

KELVIN'S NAUTICAL INSTRUMENTS,

BENSON'S ENGLISH WATCHES,

ENGLISH SILVERWARE, direct from Manufacturers,

High Class English Jewellery

KAIPING COAL

INDUSTRIAL AND HOUSEHOLD PURPOSES

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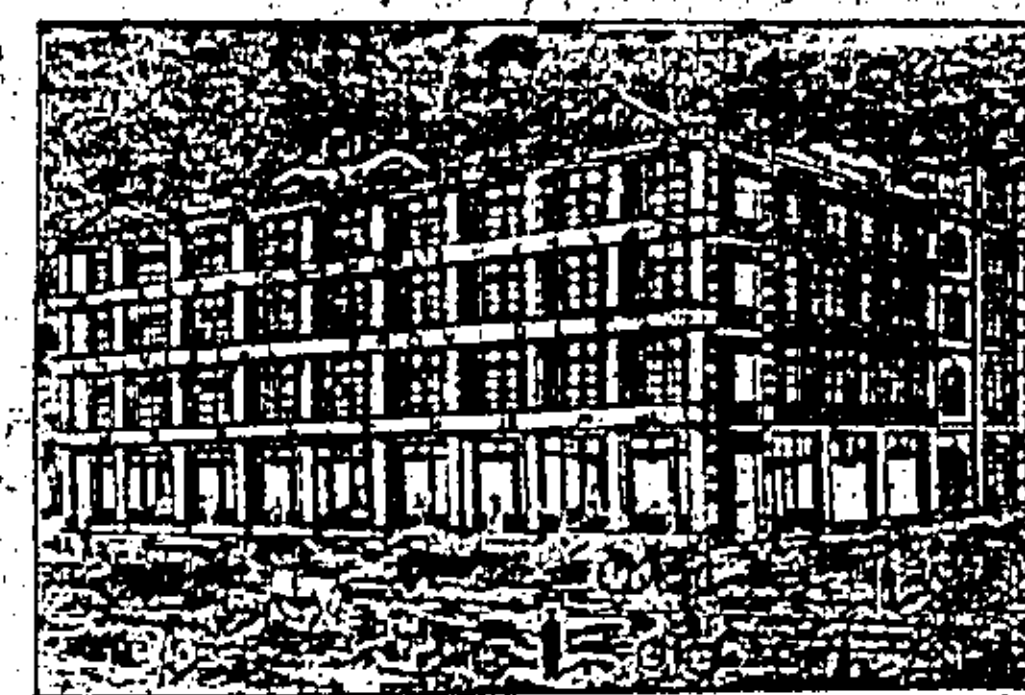
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No. 2 Dock, Kwai-keung	100	100	10	10	10
No. 3 Dock, Kwai-keung	100	100	10	10	10
Patent Slip, No. 1, Kwai-keung	100	100	10	10	10
Patent Slip, No. 2, Kwai-keung	100	100	10	10	10
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SUNDAY'S CABLES

THE "MAURICE" SENSATION.

THE DEBATE IN THE COMMONS.

THE PREMIER'S EXPLANATIONS.

(Reuter's Service to the China Mail)

PREMIER'S EXHAUSTIVE EXPLANATION.

OVERWHELMING DEFEAT OF MR. ASQUITH'S MOTION.

LONDON, May 9.

In continuation of his speech in the House of Commons (the first portion of which was published in last night's *China Mail*) the Premier said as regards the extension of the front the Allies were involved, it was very difficult to discuss it without risk of offending their susceptibilities. That was one reason why he was exceedingly sorry the controversy had arisen. A Select Committee was not the best tribunal for the investigation of facts when passions were aroused. The House of Commons came to a similar decision long ago as regards election petitions. Mr. Asquith had come to that conclusion as regard Mesopotamia. A Select Committee was then suggested, which Mr. Asquith deprecated for reasons which he, Mr. Lloyd George, considered right. Judges were accustomed to examine facts, and could give a short sharp decision. Since Tuesday it had become clear from the pro-Asquith press that no statement, no matter how secret, would be accepted. The Government had, therefore, decided to give the facts to the public and let the public judge.

GENERAL MAURICE'S ALLEGATIONS.

Proceeding to examine General Maurice's statements, the Premier said that two challenges had been made regarding the figures: firstly, regarding the comparison which he, the Premier, made of the British forces in France on January 1st, this year, and on January 1st, last year, and, secondly, comparison of the enemy and Allied forces on the Western Front. "I said the fighting strength of the Army has increased. General Maurice says it has diminished. The figures I gave were taken from the official records of the War Office. If they are incorrect General Maurice is as responsible as anyone else; but they are not inaccurate. I have made enquiry since. I am not sure what General Maurice exactly means. There is absolutely no doubt that there was a very considerable addition to the man-power of the Army in France at the beginning of 1918 compared with the beginning of 1917. There was a great increase in the man-power of our Army throughout the year in 1918 compared with 1917, but the increase in our man-power in France was greater than the average throughout the whole area. I do not know what General Maurice has in mind when he talks of fighting strength."

Mr. Lloyd George said General Maurice must have drawn a distinction between combatant and non-combatant strength. "I do not accept that distinction."—(Cries of "Oh!")

The Premier (continuing): "Are those men who stopped the advance at Amiens the other day combatants? Are the men under fire daily making and repairing roads, railways and railways, who suffer severe casualties, combatants or non-combatants? Does anyone say they are not part of the fighting strength of the Army?"

Mr. Lloyd George read an extract from a document from General Maurice's department, initiated by General Maurice's deputy: "From the statements included it will be seen that the combatant strength of the British Army was greater on January 1st, 1918, than on January 1st, 1917."

"That came from General Maurice's department," continued Mr. Lloyd

George, "nine days after my speech. (Loud cheers.) As regards General Maurice's second statement dealing with the comparison between the Allied and enemy forces, I have been charged with misleading the public by leading the public to believe that at the time the attack occurred the Allied position on the Western Front was that we had a slight superiority in infantry, a considerable superiority in cavalry and a superiority in artillery. The whole of these figures were based on statements made by General Maurice."

FRENCH GOVERNMENT'S DEMAND.

The Premier continued that the statement regarding the Divisions in Mesopotamia and Egypt was made to the War Cabinet in the presence of General Maurice, who made no correction.

Regarding the extension of front, General Maurice stated he was at Versailles. That was true; but the implication was that he was at that meeting. He was not there. He was in a building outside with several others who were present to assist various Generals; but he was not in the Council Chamber when the question was discussed. The extension of the front of General Gough's Army was never discussed in the Versailles Council at all. A demand was made for further extension, but the extension in question occurred before the Council met. It had been agreed upon by Sir Douglas Haig and General Petain and was reported by Sir Douglas Haig to the Council as a *fait accompli*. Not a single yard of front was taken over as the result of the Versailles Council. Although General Maurice did not say so the real point was this—it was put in a question by Mr. Lambert (already published)—namely, whether this portion of the line was not taken over by order of the War Cabinet despite the objections of Sir Douglas Haig and Sir William Robertson. There was not a word of truth in that suggestion. Of course, Sir Douglas Haig was not anxious to extend his line, nor was the War Cabinet, but the pressure from the French Government and the French Army was enormous. This pressure could not be resisted. He did not suggest for a moment that the French acted unfairly. There was considerable ferment in France last year regarding the length of line held by the French Army compared with ours. The French losses had been enormous. They had sustained the great strain of the fighting for three years. The French had a greater proportion of their manhood in the line than any other belligerent. The French then held a front of 326 miles. We held a front of 120 miles, but the Germans were massed much more densely against our line, which, moreover, was much more vulnerable than the French. Besides the line mentioned the French Army then held a two Division front on our left in order to enable us to accumulate the necessary reserves with a view to an attack in Flanders. The French pressed us to extend our line in order that they might withdraw men from the army for purposes of agriculture. Their agricultural output had fallen enormously and they were compelled to withdraw part of their army for cultivation of the soil. Therefore, owing to the French pressure Sir William Robertson and the Cabinet felt it was inevitable during the winter that there should be some extension. What further extension should be made was a matter in doubt.

FACTS EXPLAINING THE EXTENSION.

Proceeding, Mr. Lloyd George outlined the principles laid down by Sir William Robertson, which the Cabinet accepted, namely: Firstly, they accepted in principle that there must be an extension of the British line; secondly, that the time and extent must be left to the two Commanders-in-Chief; thirdly, no extension was possible until the offensive was over; fourthly, the line to be taken over must depend upon the military policy for 1918 and upon the role assigned to those armies. Everyone would admit that these were sound principles (cheers) and the Cabinet accepted them without demur. They had never departed from them during the whole of the negotiations. There was a meeting last year at Boulogne between himself, Sir William Robertson, M. Painleve and General Foch, which was summoned to discuss a question affecting the Foreign Office, at which M. Painleve raised the question of the extension of the front. He, Mr. Lloyd George, was unprepared. Therefore, he told Sir William Robertson that it was a matter with which he must deal, and the whole matter was handled by Sir William Robertson and he laid down those principles, which were heartily approved by the Cabinet. In consequence of the matter being discussed at this conference, Sir Douglas Haig got the impression that some decision was reached without his consent. Consequently Sir William Robertson drew up the following memorandum: "At the recent Boulogne Conference between the Prime Minister, M. Painleve, General Foch and myself the question of the extension of front was raised by the French representative."

The Premier then drew attention to the following words in the memorandum in view of the statement that the Government overruled Sir Douglas Haig and Sir William Robertson: "The reply given was that while in principle we were, of course, ready to do whatever we could have done, the matter could not be discussed in the absence of Sir Douglas Haig or during the present operation, and due regard must also be had to the plan of operation for next year. It was suggested that it would be best for Sir Douglas Haig to come to an arrangement with General Petain as to when this could be done. So far as I (Sir William Robertson) am aware, no further formal discussion occurred and the matter therefore cannot be regarded as decided. Further, I am sure the War Cabinet would not think of deciding such an important question without obtaining Sir Douglas Haig's view and I am replying to him in the above sense." (Cheers.)

The Premier continued: "That was on October 18 and the War Cabinet fully approved of the communication. Sir Douglas Haig immediately replied saying that it threw a new light on the Boulogne decision. This question was first formally discussed with the War Cabinet on October 24. There was further pressure from the French Government and Sir William Robertson gave his views regarding the line which the British ought to take. This conclusion was recorded in the minutes of the War Cabinet as follows: 'After hearing the Chief of the Imperial General Staff the following conclusions were recorded: The War Cabinet approved the suggestion of the Chief of the Imperial Staff that, he should reply to Sir Douglas Haig in the following sense.'"

The Premier here interjected: "We are supposed to have overruled the Chief of Staff."

The Premier then resumed reading the War Cabinet's minutes: "The War Cabinet is of opinion that in deciding the extent to which British troops can take over the line from the French regard must be had to the necessity of giving them reasonable opportunity for leave, rest and training during the winter months, and for the plan of operations for 1919, and further that while the present offensive continues it will be impossible to commence taking over more front. The general military policy for next year is now being considered and will subsequently

form the subject of conferences with the Allied Governments. In these circumstances the War Cabinet fear that until this policy is settled it will be premature to decide finally whether the British front can be extended by four divisions or to a greater or less extent than this."

The Premier added that that was communicated to Sir Douglas Haig and was never departed from. After that came the Cambrai incident and the Italian disaster, necessitating us to send troops from France and making it difficult for Sir Douglas Haig to carry out the promise given to General Petain for a certain extension, which was not as large as the one that subsequently occurred. Then M. Clemenceau came into office and insisted that the British Army take over the line. We maintained that it was a matter to be discussed by the Commander-in-Chief. Ultimately M. Clemenceau suggested that the matter should be examined by the military representatives at Versailles and that the Versailles Council decide if a difference of opinion arose.

LATER.

Mr. Lloyd George, continuing his speech in the House of Commons, said the Military representatives at Versailles examined the question and the Cabinet communicated with Sir William Robertson and Field-Marshal Sir Douglas Haig, urging the importance of making a very strong British case for presentation at Versailles. That was the only interference as far as the British Cabinet was concerned. The Military representatives at Versailles suggested a compromise between the British and French views, coupling with them the recommendation as regards the steps which ought to be taken by the French to assist if the British were attacked, and *vice versa*. This recommendation was to be discussed at Versailles on March 1st, but before that Field-Marshal Sir Douglas Haig and General Petain met and came to an agreement as regards an extension to Buzinville, and Field-Marshal Sir Douglas Haig reported it to Versailles. No further extension of the line had occurred. That was the whole story. Field-Marshal Haig in taking over the extension of the line had the full approval of the British Cabinet. Having regard to the pressure from the Government and the French Military authorities Field-Marshal Sir Douglas Haig had no option but to make the extension. He was in our judgment absolutely right in the course he took. He naturally would have preferred not to have done it, but the Government fully approved of his action.

MISCHIEVOUS AND UNFOUNDED RUMOUR.

As a result of this action there had been a pernicious rumour, full of mischief and harm to the British Army, that we, despite the remonstrances of Field-Marshal Sir Douglas Haig and Sir William Robertson, forced them to take a risk they ought never to have taken. Did anyone, asked the Premier, imagine that Field-Marshal Haig would have accepted a responsibility of this kind for a moment?

The Premier proceeded to say that he was not sorry to have had the opportunity of disposing once for all these rumours which were circulated by persons for their own purpose, but the real lesson of this discussion about the extension of the line was the importance of the unity of command. The discussion would never have arisen but for the lack of unity of command. The Premier was glad that at last we had one united Army and a Commander responsible for the whole and every part of the

Army. The Premier added that it was not so much a question of the length of the line as the question of reserves massed behind.

ARMY'S DISCIPLINE.

There were two general considerations to which he must refer. Regarding the effect of action, such as General Maurice's, on the discipline of the Army, it was a flagrant breach of discipline. Mr. Asquith had admitted it. The Premier respectfully expressed his opinion that Mr. Asquith ought to deprecate it. Mr. Asquith's motion was a vote of censure on the Government, which could not possibly continue operations if it was carried, and Mr. Asquith would then be responsible for the Government. (Cries of "No," and cheers, and "Wait and see.")

The Premier emphasised that it was essential to deprecate action like General Maurice's, which was not merely a breach of the King's Regulations. General Maurice occupied a high position. Supposing a Regimental officer or an ordinary soldier acted similarly, what would have been said?

OTHER SPEECHES.

Sir Edward Carson said it was ridiculous to ask Judges to decide a question which involved the Premier's honour, but he appealed to Mr. Asquith not to insist on an enquiry by a Committee. Nothing more disastrous could be contemplated.

Brigadier-General H. Page Croft (Unionist M.P. for Christchurch) accused the Premier of bluffing the House.

Lord Hugh Cecil said Mr. Lloyd George's speech was more effective as an attack on General Maurice than as a defence of the Government, which had lost the national confidence. Only the fear of Mr. Asquith's return kept the Government in power.

THE VOTING.

Mr. Asquith's motion was rejected by 293 votes to 106.

The majority consisted of Ministers, most of the Unionists present, a number of the Liberals and most of the Labourites. Apparently only one Unionist, the Hon. Mr. Aubrey Herbert (M.P. for Somerset), voted for the minority. It is significant that out of 280 Liberals less than half supported Mr. Asquith in his first assault on the Ministry.

FIGHTING IN FLANDERS.

BRITISH AND FRENCH POSITIONS RE-ESTABLISHED.

ENEMY ATTACKS IN PICARDY.

LONDON, April 9, 10.35 p.m.

Field-Marshal Sir Douglas Haig reports:—

At the conclusion of the fighting this morning in the La Clytte-Vormezeele sector the French and British positions were completely re-established.

The enemy, after artillery firing, launched two early local attacks in the neighbourhood of Albert and Bouzincourt. Our rifle and machine-gun fire broke up the latter attack, the enemy not reaching our trenches.

The enemy, after suffering heavy casualties from our fire at Albert, effected a lodgment in our advanced positions on a front of 150 yards.

UNIFIED COMMAND SUREST ROAD TO VICTORY.

FIELD-MARSHAL HAIG'S LOYALTY.

PARIS, May 10.

Lord Derby speaking at a dinner given in his honour by

the Anglo-American Press Association, emphasised the loyalty with which Field-Marshal Sir Douglas Haig, who was an old friend of his, placed his services at the disposal of Generalissimo Foch. This loyalty was due to his absolute confidence in Generalissimo Foch. Similar loyalty was felt by all Field-Marshal Sir Douglas Haig's officers. Lord Derby was convinced that the unified Command was the surest road to victory, which would not be long in being traversed.

MAJOR-GENERAL MAHON.

DEPARTURE FROM IRELAND.

LONDON, May 10.

Major-General Sir Bryn Mahon has announced his impending departure from Ireland.

SCOTTISH-BOLSHEVIST CONSUL SENTENCED.

FIVE YEARS' IMPRISONMENT FOR SEDITION.

LONDON, May 10.

John McLean, the Scottish teacher, who was the Bolshevik Consul, was sentenced at Glasgow to five years' rigorous imprisonment for sedition.

UKRAINE'S WAR ON RUSSIA.

GENERAL SKOROPADSKY'S MANIFESTO.

MOSCOW, May 10.

General Skoropadsky, the inveterate enemy of the Bolsheviks, in a manifesto on resuming office, told the Ukrainians that they owed their salvation to the Central Powers, who were invincible.

The manifesto does not mention peace with Russia. Therefore, it is assumed that the Ukraine will continue operations against Russia.

SALONIKA OPERATIONS.

AERIAL FIGHTING.

BULGAR TRENCHES RAIDED BY BRITISH.

LONDON, May 9.

A Salonika official report states:—The British raided trenches near Lake Doiran on the night of May 6th, reached all objectives, bombed dug-outs, blew up a pillbox and killed a number of Bulgars in hand-to-hand fighting.

Five of our aeroplanes on May 1st bombed the Hubova aerodrome in the Vardar valley. They destroyed a large shed and bombs fell among twelve aeroplanes on the ground.

We bombed the same aerodrome on May 7th, directly hitting a workshop. Bombs fell close to sixteen aeroplanes on the ground.

We bombed the Drama aerodrome on the morning and afternoon of May 8th, causing considerable damage. All the bombs burst among aeroplanes.

All our aeroplanes returned.

FRENCH PAY HEAVY TOLL FOR VICTORY.

ENEMY USE AEROPLANES MARKED LIKE BRITISH.

LONDON, May 9.

Reuter's Correspondent at French Headquarters, continuing his description of the work of the French troops in the defence of Scherpenberg, on April 29th, says:—

In recognition of the skill and courage with which the British guns were served under devastating enemy fire, the French Colonel under whose command they were bestowed the

French War Cross on a British Major, pinning on the decoration in the midst of a fight. One French battery fired until every gun was disabled and the officers and half the men serving the guns were killed or wounded.

In several instances in the recent fighting the Germans were using captured British aeroplanes, or their own marked like the British, thus securing immunity from the French guns, swooping down on groups of French officers and machine-gunning them at a hundred yards' range.

The French Division paid a heavy toll for its victory; but it has stopped dead the enemy offensive against the Flemish Hill since April 29th. The Germans have scarcely stirred except in response to French attacks. So completely was the enemy beaten that men who went through the battle are confident that he will not try a frontal attack on Scherpenberg.

CAPTURED BY BRIGANDS.

RELEASED AFTER 52 DAYS.

A correspondent of the *China Press* (Shanghai), writing from Yencheng, Honan on April 27th, says:—Early yesterday afternoon Mr. Hitchcock received word from Wuyang that Mr. Kyle had reached there at 5 p.m. on April 25. A few of us rode out to Wuyang Road to meet and welcome the released engineer. When about 12 or 13 li from Yencheng, we met the party and Mr. Kyle was safe and well protected. He, together with Mr. Hitchcock and the other friends, who had been here for seven weeks or so in connection with the case, left for Peking by the express last night.

During conversation with Mr. Kyle I learned something of his privations during the fifty-two days of his captivity. He estimates he walked from 1,200 to 1,400 li during that period and all during the night. For the last month after the great battle in the hills on March 25, they have been on the plain in the region of the triangle formed by the three cities of Yencheng, Siping and Wuyang. During the whole of this time, he did not see daylight. The party travelled only at night, and during the day Mr. Kyle was carefully guarded in dark rooms. He had but little sleep, for when he snored he was immediately awakened by his captors. After a while they took away his foreign boots because of the noise made when walking on the substituted Chinese shoes. These did not fit and caused huge and painful blisters. Later on he tore up a towel and after binding this around, the shoes were more comfortable. Mr. Purcell's escape one of the leaders, Mr. Lin, promised to protect Mr. Kyle and I understand, really befriended him, doing his best to get the best possible food for him. For two whole weeks they were within sound of the railway and on one evening the 12th of April, they were within 100 yards of the line, and saw the passenger train go through. At length negotiations were carried on through the Roman Catholic Mission and at one of the stations at a village 40 li from Wuyang, Mr. Kyle with Ben-lin and others arrived, at which point his bodily sufferings really came to an end. I hear that the seven chief robbers have been pardoned and will have situations found for them by the Chinese Government.

The release is due to Commander Cheng, who has been working hard and very capably managing affairs since he went to Wuyang. One interesting and mysterious phase I must not omit. When the Kyle-Purcell party were robbed and kidnapped on the fourth of March, the bandit who took the silver amounting to \$12,000 disappeared from the band and Mr. Kyle did not see him again until one evening when near the railway. He then appeared with a stock of food, guns and ammunition, and he has not been seen since.

Mr. Kyle looked in pretty fair shape, considering all the hardships he had undergone, but the strain of the captivity has told heavily upon him, and it will be some time before he regains his wonted vigour. He is a man of about 62 years of age. He has a wife in the United States and two sons serving with the colours in France.

A correspondent of the *N. C. Daily News* writing from Kaifeng, on April 31, said:—The Governor appointed a high military officer, with full powers, to round up the whole band and show no mercy to any. Such decision in action to begin on Sunday, the 21st instant. This decision was confirmed by the American Legation authorities, who had been vainly negotiating all these weeks for Mr. Kyle's liberation. It was, however, conveyed to the bandit chief in the form of an ultimatum, with a rather fascinating option attached. If Mr. Kyle were immediately released, the bandits were to receive full pardon and the privilege of being enrolled in the Roman militia, with a post of honour for the chief. A bundle of 60 pardons was sent along, and Mr. Kyle was released on Thursday last (with what possible results for other foreigners in the future the reference is patent).

TELEGRAMS.

(Continued from Page 1.)

THE BLOCKING OF OSTEND.

THE GERMAN VERSION OF THE RAID.

London, May 10.
The German official version of the Ostend exploit states:—
Enemy ships, protected by an artificial fog, tried to force their way into the harbour, but were driven off by our coastal batteries.
It asserts that the *Vindictive*, which was entirely battered to pieces and lies aground before the harbour, is outside the navigation Channel and the entrance is quite free.

THE WAR CABINET'S CONGRATULATIONS.

FINISHING TOUCH TO ZEEBRUGGE ACHIEVEMENT.

London, May 11.
The War Cabinet has telegraphed to Vice-Admiral Keyes as follows:—
"The country owes to you, your officers and men their warmest thanks for your successful efforts to deal with the submarine menace at the source. The blocking of Ostend puts the finishing touch to the brilliant achievement at Zeebrugge."
"We send you our sincere congratulations."

THE EAGERNESS OF OFFICERS AND MEN.

LATER.
It is stated at Dover that Vice-Admiral Keyes decided that the *Vindictive* should be handled by the crew told off for the *Brilliant*, which with the *Sirius* previously tried to block Ostend, but the Engineer-Commander, a petty officer and four artificers who served in the *Vindictive* at Zeebrugge claimed the right and were allowed to remain.

ZEEBRUGGE PRACTICALLY USELESS FOR GERMANS.

A SIGNIFICANT REPORT FROM SWITZERLAND.

London, May 9.
It has been reported from Switzerland that the Germans are unable to use the Flemish ports and are obliged to direct all submarines and destroyers to German ports.
"Reuter's Agency cannot confirm this, but is convinced that the blocking of Zeebrugge has proved far more successful than it has so far been imagined, and it has become practically useless for the Germans."

ENEMY BOMBS BELGIAN WORKS.

London, May 11.
A Belgian communiqué states:—
German artillery bombarded the Belgian works and communications in the Neuport zone during the night while the British were attacking the coast.

SPLENDID ARTILLERY SERVICES.

London, May 10.
The Press Bureau states:—
Field-Marshal Sir Douglas Haig has expressed his deep appreciation of the splendid service of the artillery in the Somme and Lys battles, and added that the infantry will be the first to admit the inestimable value of artillery support. "The confident reliance of each arm upon the most whole-hearted and self-sacrificing co-operation of the other is the greatest possible assurance that all further assaults will be met and defeated."

GENERAL MAURICE ON RETIRED PAY.

ARMY COUNCIL'S FINDINGS.

London, May 11.
The Press Bureau states that the Army Council have considered Major-General Maurice's explanations and have decided that he should be placed forthwith on retired pay.

MAJOR-GENERAL MAHON'S SUCCESSOR.

London, May 10.
The Daily News says it is understood that General Shaw has succeeded Major-General Bryan Mahon, who has not resigned, but relinquished his command owing to military changes in Ireland.

OFFICIAL REPORTS.

LOCAL FIGHTING AT DIFFERENT SECTORS.

LOST TERRITORY RECAPTURED NEAR ALBERT.

London, May 10, 2.45 p.m.
Field-Marshal Sir Douglas Haig reports:—
Our counter-attack recaptured the small portion of the front trench gained by the enemy to the north-west of Albert.
We captured a few prisoners.
Hostile artillery was active in the Somme and Ancre valleys and at different points of the Lys battle-front.

London, May 10, 10.45 p.m.
Field-Marshal Sir Douglas Haig reports:—
There was local fighting to-day in Arleux Wood northward of Albert.
Hostile artillery firing was particularly active in the Vinny and Robecq sectors and southward of Dickebusch.
London, May 11, 10.35 p.m.
Field-Marshal Sir Douglas Haig reports:—
We repulsed a raid in the neighbourhood of Neuville-Vitasse.
A wireless German official report admits that the enemy obtained a footing in Grivesnes Park.

FRENCH LINE ADVANCED SLIGHTLY.

London, May 11, 12.45 p.m.
Field-Marshal Sir Douglas Haig reports:—
The French advanced their line slightly north-eastward of L'Ocre and took several prisoners.

We carried out successful raids westward of Merville and brought back prisoners.
Our machine-gun fire stopped an attempted raid eastward of Ypres.
London, May 12, 12.45 p.m.
Field-Marshal Sir Douglas Haig reports:—
In a successful local operation on the 11th inst. the French improved their positions northward of Kettel village and took over a hundred prisoners.

We repulsed a raid on the Ypres-Comines Canal.
Our patrols, in night encounters, took prisoners and a machine-gun in the neighbourhood of Meten.
Enemy artillery was active in the Ancre sector, southward of Albert, and on our forward positions eastward of Loos and southward of Vermezele.

GREAT AERIAL WARFARE.

THIRTY ENEMY MACHINES BROUGHT DOWN.

SIXTEEN BRITISH PLANES MISSING.

London, May 9, 11.55 p.m.
Field-Marshal Sir Douglas Haig, reporting on aviation, says:—
We dropped 10 tons of bombs on Le Cateau, Cambrai and Bapaume and on the Zeebrugge docks and mole.

Strenuous air-fighting occurred in the northern area. We brought down 22 German machines and drove down seven.
Our gun-fire shot down another.
Seven British planes are missing.
We dropped a ton of bombs at night-time on the railway stations of Douai and Maroing.

30 MACHINES DESTROYED.

London, May 11, 12.5 a.m.
Field-Marshal Sir Douglas Haig, reporting on aviation, says:—
The cloudless weather enabled a full day's work on the 9th. Our machines flew throughout the day, reconnoitring and photographing.
Our bombers displayed great activity on the whole front and dropped 24 tons of bombs, including the important railway stations of Tournai, Douai, Maroing, Chaulnes and Cambrai, on the billets at Carvin, Peronne and Chipilly and the docks of Zeebrugge.

Air-fighting was almost continuous and, particularly fierce towards dusk. We brought down 27 German machines and drove down 12.
Six British planes are missing.
We dropped at night 47 tons of bombs on the docks at the entrance of the Ostend Canal and 21 tons on Peronne, Chaulnes and Bapaume.
All our machines returned.

GERMAN REPORT.

A GERMAN WIRELESS OFFICIAL MESSAGE STATES:—

In air-fighting during the past few days we brought down 37 enemy aeroplanes.

London, May 9, 12.45 p.m.
A German wireless official message states:—
In air-fighting during the past few days we brought down 37 enemy aeroplanes.

PRESS CORRESPONDENTS' REPORTS.

ORIGINAL ENEMY PUSH LOSES MOMENTUM.

NO PROGRESS SINCE KEMMEL.

London, May 9.
Reuter's Correspondent at British Headquarters, telegraphing this evening, says:—
The enemy has made virtually no progress since the capture of Mont Kemmel and is not showing the disposition to follow up his initial moves, which was generally anticipated. "As long as his local attacks continue to be neutralised, as in the case of yesterday, so long will the bigger attempt be likely to be postponed." His dense concentrations remain in position, but the momentum has gone out of his original push. The offensive has spent itself. He is now in a position of having to start a fresh one against the Allies, who have had liberal time for overhauling their defences. The enemy is now faced with the same problem as on March 21st last.

BRITISH AVIATORS DO WONDERFUL WORK.

London, May 10.
Reuter's Correspondent at British Headquarters, telegraphing to-day, says:—
The lull continues. Our airmen continue to do wonderful work and the number of enemy machines brought down in recent days is remarkably high.

It is reported that Lieutenant Baron von Richtofen, the brother of the famous German aviator, recently fell and fractured his skull in the Somme Valley and is not likely to fly again.

THE FRENCH FRONT.

FRENCH CAPTURE GRIVESNES PARK.

REMARKABLE FEAT OF FRENCH AVIATOR.

London, May 10, 10.20 p.m.
A French communiqué states:—
After an intense short artillery preparation, we yesterday afternoon captured the Park of Grivesnes, an important part of which the Germans had occupied. We took 258 prisoners, including four officers, and brought back a large quantity of material.
Despite lively enemy artillery firing and reconnoissances in attempting to reach our new line, we maintained the "conquered" positions, which we have organised.
We carried out successful local operations or repelled raids in the Ailette region, at Massigny, north of Rheims, and in the Forest of Ailly.
Lieutenant Ronck yesterday brought down six German biplanes, the first two in ten seconds and the third five minutes later.

ARTILLERY DUELS NEAR GRIVESNES.

London, May 11, 1.45 a.m.
A French communiqué states:—
There was a fairly violent artillery struggle in the region of Grivesnes and between Lassigny and Moyon.

FRENCH GAIN GROUND.

ENEMY LINES RAIDED.

London, May 11.
A French communiqué states:—
During the night the artillery struggle was very lively throughout the region of Grivesnes, Ailly and Baineval.

We carried out a raid north of Grivesnes and captured 15 prisoners.
A minor operation against Bois-de-Moreuil, north-west of Orvillers, enabled us to gain an appreciable amount of ground with 30 prisoners and several machine-guns captured.
An enemy counter-attack completely failed.

Our detachments also raided the enemy lines south-east of Montdidier and north-east of Thiépval and Woivre. Some prisoners were brought back.

SHOCK TROOPS PARTICIPATE IN ATTACK.

ENEMY EJECTED OUT OF GAUNE WOOD.

London, May 12, 2.35 p.m.
A French communiqué states:—
After a very violent artillery preparation the Germans in the morning with "shock" troops attacked Gaune Wood, south-west of Mailly-Rainet and gained a footing under cover of the fog in the northern part of the wood.

They were driven out by a brilliant counter-attack and our line was completely restored.
The Germans lost heavily and left a hundred unwounded prisoners, 15 machine-guns and a quantity of material in our hands.

GERMAN REPORT.

London, May 9, 11.30 p.m.
A wireless German official report states:—
Our local attacks southward of Dickebusch Lake were completely successful. We stormed strongly fortified positions on the east bank of the Yver brook for a width of two kilometres and ran into a Franco-British attack which we dissipated. The enemy's attack fully developed only astride the Leninghe-Kemmel road and it was repulsed, together with counter-attacks against our new positions.

We took 675 prisoners belonging to six French and two English Divisions which suffered heavily.
We prisoners a number when repulsing English advances on the south bank of the Lys, near Buquoy, southward of Albert. We took 45 prisoners during an unsuccessful Australian night attack on the Corbie-Bray road.

THE ITALIAN FRONT.

MONTE CORNO HEIGHTS STORMED.

London, May 11.
An Italian official report states:—
We stormed the strongly-organised height of Monte Corno in Vallarsa on the night of the 9th, capturing a hundred prisoners and two guns.

PERILOUS POLITICAL SITUATION IN AUSTRIA.

London, May 11.
The situation both in Austria and Hungary continues to be perilous. The German papers predict the resignation of the Austrian Premier, Dr. von Seidler, who is faced with almost insuperable difficulties in connection with the Southern Slav agitation and other racial problems.

Herr von Zogler, the Slav Minister, has resigned owing to threatened repressive measures against the Slavs.
As regards Hungary, an announcement by the Premier, Dr. Wekerle, while apparently granting universal suffrage, insists that every voter must be a master of the Hungarian language. This effectively bars the masses of Slavs.

SPECIAL MASS FOR CATHOLICS.

Rome, May 10.
The Pope's *Motu Proprio* urges the Catholic clergy throughout the world to offer a special mass on June 29 for the restoration of justice and peace.

NEW HUNGARIAN CABINET.

DR. WEKERLE SUCCESSFUL AT LAST.

London, May 11.
Dr. Wekerle has formed a new Hungarian Cabinet.

AMERICAN TROOPS IN LONDON.

SCENES OF ENTHUSIASM.

NOTHING LIKE IT SINCE AUGUST 1914.

London, May 11.
The march through London to-day of a regiment of the United States troops to Buckingham Palace, where they were reviewed by His Majesty the King, occasioned scenes of enthusiasm unsurpassed since August 1, 1914. For miles along the route of the march the streets were thronged with people cheering and waving flags, while Whitehall, from the Abbey to Trafalgar Square, was very densely packed. The Londoners unanimously acclaimed the splendid appearance of these representatives of America's new Army and especially admired what the Londoners have come to know as the "Overseas" look and bearing which the Americans possessed.

The peculiar significance of the event is that the regiment is one of the New Army, the officers and men having been trained since last autumn. Each soldier carried in the pocket of his tunic a message of welcome from His Majesty the King, in which His Majesty said: "I wish I could shake hands with each one of you and bid you God-speed on your mission." The King warmly complimented the Officer-Commanding on the general bearing of the troops. He was pleased to see so fine a sample of the forces which America is sending to aid the Allies.

THE KING'S LETTER TO AMERICAN FORCES.

"THE ALLIES WILL GAIN NEW HEART."

London, May 10.
The Press Bureau states:—
His Majesty the King has written the following personal letter to be distributed to every American soldier arriving in England:—
"The people of the British Isles welcome you on your way to take a stand beside the Armies of many nations who are now fighting in the Old World the great battle for human freedom. The Allies will gain new heart and spirit in your company. I wish I could shake hands with each one of you. I bid you God-speed on your mission."

AMERICAN TROOPS IN FRANCE.

WAR SECRETARY'S FORECAST EXCEEDED.

OVER HALF-A-MILLION ALREADY AT THE FRONT.

WASHINGTON, May 10.
Mr. Baker, the War Secretary, authorises the announcement that his forecast to the Congress in January that half-a-million of American troops will be in France early in 1918 has already been surpassed.

CONFUSION IN RUSSIA.

GERMAN COMPELLED IN UKRAINE.

Moscow, May 10.
The coup d'état in Ukraine has created a great impression here and there are fears that the incident of a Prussian officer entering the Rada may soon find an analogy on a bigger scale. The newspapers are full of descriptions of the irruption of German soldiers in the Rada with the Members and the public standing at the point of the pistol with their arms above their heads. The only exception was the president, Professor Grouchevsky, who protested against the invasion. The efforts of the Ukrainian Ministers and the Rada to secure a compromise with the Germans were unavailing. The German Ambassador at Kiev, replying, said: "It is too late."

The Germans have established a rigorous censorship at Kiev. The police raided the residence of Professor Grouchevsky, President of the Central Rada, with the object of arresting him. Professor Grouchevsky escaped to Peltour.

RUSSIAN GENERAL MURDERED.

Copenhagen, May 11.
A message from Vienna says the Bolsheviks have murdered the famous Russian General, Brusilov.

HONGKONG WAR BONDS DRAWING PRIZES.



PRIZES.

The sale of tickets has proceeded so satisfactorily that the Committee is now able to indicate a provisional allocation of the 3 big prizes and the 100 smaller prizes.

The prizes given below are, as already advised, subject to the amount available for distribution being the sum of \$500,000.

In this event:—

WAR CHARITIES WILL RECEIVE	Approximately
1st prize	\$125,000
2nd prize	187,500
3rd prize	56,200
2 prizes of \$10,000 each (approx)	37,500
2 prizes of \$7,500 each	20,000
2 prizes of \$5,000 each	15,000
2 prizes of \$2,500 each	10,000
7 prizes of \$2,000 each	5,000
6 prizes of \$1,000 each	14,000
10 prizes of \$700 each	6,000
15 prizes of \$400 each	4,500
15 prizes of \$300 each	4,500
24 prizes of \$200 each	4,800
15 prizes of \$100 each	1,500
103 prizes	\$500,000

The closing date for sale of tickets is 12th June and the number of tickets now available for sale is rapidly becoming less; therefore if you have not bought all the tickets you require, it is advisable to hurry up and tell your friends to do likewise.

TICKETS \$5 each.

ON SALE AT ALL STORES, CLUBS, HOTELS, BANKS, Etc.

CARS
—FOR—
HIRE.

A Large Number of
New and Comfortable CARS
Always in Readiness.
Experienced Chauffeurs
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"MALTHOID"

because a "Malthoid" experience of over a quarter of a century is found in every yard. Ask our experts, who will instruct or supervise FREE, and whose experience enables them to your confidence! Use "Malthoid" as they recommend! Then tell your friends what you think of it!

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CLEAN
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"MALTHOID"

Agents: **BRADLEY & Co., Ltd.**
Raffles Place.

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P. & O. S. N. Co.

ROYAL MAIL SERVICE.

WILL dispatch VESSELS to the Undermentioned PORTS
LONDON AND BOMBAY, VIA SINGAPORE, PENANG, COLOMBO, PORT
SAID AND MARSEILLES.

SHANGHAI, MOJI AND KORE.

LONDON VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT SAID
AND MARSEILLES.

SHANGHAI, MOJI, KORE AND YOKOHAMA.

LONDON AND BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT
SAID AND MARSEILLES.

Wireless on all steamers. Return tickets at a fare and a-half available to
Europe for two years, or Intermediate Ports for six months. Round-the-world and
through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING
Etc. apply to—
P. & O. S. N. Co's. Office, E. V. D. PARR, Superintendent.



O. S. K.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS
FROM HONGKONG.
(SUBJECT TO ALTERATION).

North American Line. For Victoria, Seattle and Tacoma, via
Shanghai, Manila, Yokohama, Kobe and Yokohama.
(TRANS PACIFIC)
"ARABIA MARU" Saturday, 1st June, at 3 p.m.
"AFRICA MARU" Wednesday, 3rd June, at 3 p.m.

FORMOSAN LINE.—For Tamsui, Keelung, Takao, via Swatow and
Amoy.
"AMAKUSA MARU" Sunday, 19th May at Noon.
"SOSHU MARU" Thursday, 23rd May at 8 a.m.
"JOSHIN MARU" Tuesday, 21st May at 8 a.m.
"KAIJO MARU" Sunday, 9th May at Noon.

Calling at Tamsui, Keelung via Swatow and Amoy.
Omitting Tamsui and Keelung.
These Formosan Liners will arrive at and depart from the SOON YIP WHARF,
near the Harbour Office and while the steamer is alongside the wharf Telephone
No. 78 will be fixed.

SOUTH AMERICAN LINE.—Every three months steamers proceed
to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius,
Durban and Cape Town.

AUSTRALIAN LINE.—Monthly service between Japan and Adelaide,
calling at Auckland, N.Z., Sydney and Melbourne.

BOMBAY LINE.—Fortnightly service to Bombay calling at Singapore
and Colombo. At present this line's steamers take cargo only.

JAVA LINE.—Monthly service for Java ports calling at Manila, Sandakan
and Macassar. Booking for passengers and cargo to these ports.

FOR SAILING DATES AND FURTHER PARTICULARS
APPLY AT THE OFFICE.

K. YAMASAKI Manager.
No. 1, Queen's Building.

Tel. Nos. 744 & 745.

JAVA-SAN FRANCISCO

via SINGAPORE, HONGKONG, JAPAN AND HONOLULU
and vice versa.

TELEPHONE 1574-1575-1576.

JAVA-CHINA-JAPAN LINE.
Agents.

OCEAN TRANSPORT CO., LTD.
(TAIYO KAIUN KAISHA).

Regular Service of Steamers to PACIFIC COAST.
For Space and Particulars
Apply to—

DODWELL & CO., LTD.,
Agents.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS
with transhipment at CALCUTTA, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINE.

Sailings from Hongkong.

Steamer from Hongkong	On or about	Connecting at Calcutta with	On or about
A STEAMER	Shortly		

For Freight and further particulars apply to
DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA
(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore,
Batavia, Samarang and Sourabaya.

Sails on or about

For Sailing Dates, Freight and Passage apply to—
DODWELL & CO., LTD., Agents.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	SUNGANG	May 14, Daylight
SWATOW & RANGKON	CHINHA	May 15, at 9 a.m.
NEWCHWANG	TAMU	May 16, Daylight
SHANGHAI	SUNGANG	May 16, at 3 p.m.
SHANGHAI	YINCHOW	May 18, at 3 p.m.
TIENSTEIN	HUICHOW	May 23, at Noon.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent
Saloon accommodation; Electric Light and Fans in Saloon and
Staterooms. Regular schedule service between Canton, Hongkong and Shanghai,
taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at
Wusung.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 35.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
TIENSTEIN	CHIPSING	THURSDAY, May 14, Daylight
SHANGHAI	TAISANG	THURSDAY, May 14, Daylight
SHANGHAI	WOSANG	FRIDAY, May 15, Daylight
MANILA	ESANG	FRIDAY, May 15, at 3 p.m.
SANDAKAN	MAUSANG	SATURDAY, May 16, at Noon.
MANILA	YUEFSANG	FRIDAY, May 24, at 3 p.m.

CALCUTTA LINE.—Three sailings per month from Hongkong to Calcutta calling
at Singapore and Penang.
Returning from Calcutta steamers proceed to Kobe and Moji, frequently
calling at Shanghai.
These steamers have excellent passenger accommodation, are fitted with
electric light and carry a fully qualified Surgeon. This line is temporarily
disorganized owing to the war. Particulars on application.

SHANGHAI LINE.—Sailings approximately every five days between Canton
and Shanghai, sometimes calling at Swatow.

Steamers on this line have a limited amount of passenger accommodation,
and through tickets can be obtained for Northern and Yangtze Ports via
Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.
MANILA LINE.—A weekly service is maintained with Manila by vessels with
good passenger accommodation; sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo,
calling at Haiphong when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by
a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan,
Tawau and Lahad Datu.

TIENSTEIN LINE.—A regular service is run from March to October between
Hongkong and Tientsin, calling at Weihaiwei and Chefoo.
Under Chinese Government Passport Regulations, All European Passengers,
leaving the Colony for Straits Settlements, are required to produce on arrival at
destination passports with their Photographs and description affixed thereto.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Tel. No. 213. General Managers.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, HONGKONG, SHANGHAI
AND JAPAN PORTS.

EASTWARD.

WESTWARD.

The above Steamers have excellent saloon accommodation for passengers and
are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to
DAVID SASSOON & CO., LTD.,
AGENTS.

LIFE WITHOUT HEALTH IS LIVING DEATH.
VETARZO BRAIN AND NERVE FOOD

The latest discovery of modern times, is without equal in all cases of defective nerve and brain power,
whether induced by worry, overwork, dissipation, or other influences. Sleeplessness, palpitation,
defective circulation, nervous dyspepsia, loss of vitality, low vitality, mental and bodily prostration,
want of confidence, general debility, premature decay or deficiency of the vital forces, loss of vitality,
increasing distress, and increasing debility, are the result of a defective nerve and brain power.
VETARZO is a powerful, reliable, and safe remedy for all these conditions. It is a powerful, reliable,
and safe remedy for all these conditions. It is a powerful, reliable, and safe remedy for all these conditions.
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REGULAR SERVICE of Fast, High Class Coast Steamers having good
Accommodation for First Class Passengers, Electric Light and Fans in Staterooms
and Saloons. Excellent Outlets.

SWATOW, AMOY & FOOCHEW

AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
HAIPHONG	Capt. J. W. Evans	FRIDAY, 17th May at 12 Noon.
HAITAN	Capt. A. E. Hodgins	TUESDAY, 21st May at 12 Noon.

SWATOW

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAPRAIK & Co.
General Managers.

SHIPPING

P. & O. S. N. Co.

STEAM-FOR

STRAITS, COLOMBO, BOMBAY,
EGYPT, MEDITERRANEAN PORTS,
AND LONDON.

Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CONTINEN-
TAL, AMERICAN AND SOUTH
AFRICAN PORTS.

THE Homeward Mail Steamer carry-
ing His Majesty's Mails will be
despatched from this port as usual taking
Passengers and Cargo for the above ports.
Passengers' accommodation in the com-
panying vessel is secured before departure
from Hongkong.
Silk and Valuable Cargo for Italy
France and London (under arrangements
will be conveyed in this steamer
proceeding via Bombay and there
transhipped to the companying steamer
for Marseilles and London.
Parcels will be received at this Office
until 3 p.m. the day before sailing. The
contents and value of all packages are
required.
For further particulars, sailing dates
etc. apply to
E. V. D. PARR,
Superintendent,
Hongkong, Nov. 23, 1917.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer
"PAKING"
are hereby notified that the Cargo will
be discharged into Holt's Wharf, Kow-
loon, where it will lie at Consignee's risk.
The Cargo will be ready for
delivery from Godown on and after
18th May.
Optional Cargo will be landed, unless
notice has been given prior to steamer's
arrival.
All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on any
Tuesdays and Fridays between the hours
of 10.45 a.m. and noon within the free
storage period.
No Claims will be admitted after the
Goods have left the steamer's Godown,
and all Goods remaining undelivered after
the 30th May, will be subject to rent.
All Claims against the Steamer must be
presented to the Undersigned on or before
the 3rd June or they will not be
recognised.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, May 11, 1918.

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer
"STENTOR"
are hereby notified that the Cargo will
be discharged into Holt's Wharf, Kow-
loon, where it will lie at Consignee's risk.
The Cargo will be ready for delivery from
Godown on and after 18th May.
Optional cargo will be landed, unless
notice has been given prior to steamer's
arrival.
All broken, chafed, and damaged goods
are to be left in the Godowns, where
they will be examined on any Tuesdays
and Fridays between the hours of 10.45
a.m. and noon within the free storage
period.
No claims will be admitted after the
Goods have left the steamer's Godown,
and all Goods remaining undelivered
after the 30th May, will be subject to
rent.
All Claims against the Steamer must
be presented to the Undersigned on or
before the 3rd June or they will not
be recognised.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, May 11, 1918.

AMERICAN & MANOHURIAN LINE.

NOTICE TO CONSIGNEES

FROM NEW YORK.

THE Steamship
"CAPTO"
having arrived, Consignees of Cargo are
hereby notified that their Cargo will be
landed at their risk into the Godowns,
and/or extra hazardous Godowns of the
Hongkong & Kowloon Wharf & Godown
Co., Ltd., whence delivery may be
obtained.
All broken, chafed and damaged goods
will be examined on SATURDAY, the
11th May, at 10.30 a.m., all claims must
be presented within a fortnight of the
Steamer's arrival, otherwise they will not
be recognised.
No Claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
14th May, will be subject to rent.
No Fire Insurance, whatever, will be
effected.
Consignees of Cargo must produce
Import Permit signed by the Superintendent
of the Imports and Exports Office
before Bills of Lading can be countersigned.
THE BANK LINE, LTD.
Agents AMERICAN & MANOHURIAN
LINE.
Hongkong, May 5, 1918.

NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
Shanghai, Kobe & Yokohama	*Yokohama Maru, 12,500 tons TUN.	14th May 11 a.m.
	*Kamakura Maru, 12,500 tons SAT.	25th May 11 a.m.
Nagasaki, Kobe & Yokohama	*Tango Maru, 14,500 tons SAT.	18th May, 11 a.m.
	*Nikko Maru, 9,900 tons SAT.	16th June, 11 a.m.
Shanghai, Moji & Kobe	*Shwa-wu Maru, 8,000 tons THU.	30th May.

London or Liverpool via Spore,
Colombo, Delagoa Bay & Cape Town

Melbourne via Manila, Zamboanga,
Thursday Is., Townsville, Brisbane,
& Sydney

New York via Shanghai, Kobe,
Yokohama, San Francisco &
Panama Canal

Bombay via Singapore, Malacca,
& Colombo

Calcutta via Singapore, Penang &
Rangoon

*Omitting Shanghai and/or Moji

FOR DATES OF SAILING
APPLY AT THE COMPANY'S
OFFICE.

*Wireless Telegraphy.

HONGKONG-VICTORIA B.C. SEATTLE

VIA

Manila, Shanghai, Nagasaki, Kobe,
Yokkaichi & Yokohama.

Operated by the magnificent and splendidly equipped
Passenger Steamers "Fushimi Maru," "Suwa Maru,"
"Kashima Maru" and "Katori Maru," each of over 20,000
tons displacement.

Next sailing from Hongkong:

*Suwa Maru,	WEDNESDAY, 14th May, at 11 a.m.
*Fushimi Maru,	TUESDAY, 11th June, at 11 a.m.

*Omitting Manila Eastbound.

For further information apply to

NIPPON YUSEN KAISHA
B. MORI, Manager

Telephone 375 & 376

EARLIER TELEGRAMS.

(Continued from Page 5.)

THE COMING ENEMY BLOW.

WHERE IT WILL STRIKE.

INTERESTING SPECULATIONS.

LONDON, May 10.

A special Daily Telegraph message from Rotterdam says:

The three points where the enemy main forces are massing for the next blow are Flanders, the Amiens salient and the Italian front. The only question is where the first blow will be struck. The indications are that at least two attacks will come simultaneously, the course of the operations being left to decide which will be the main and decisive battle. Although the real issue is intended to be fought out against the British and French, there is reason to believe that the Italian front will be the scene of more important events than in the first stage of the offensive.

There is a very small number of Germans on the Italian front, but German control of the Austrians is stronger than at any period of the war.

General von Ludendorff has succeeded in imposing his will on the Austrians. The moment will come to carry out his decisions, but it is doubtful whether the real intention is other than that of penning down the Allies on the Italian front to prevent General Foch drawing on it.

As regards their main offensive, the Germans have been concentrating their energies on developing greater speed in following up any initial successes, this being chiefly due to the complaints of Commanders that failure to break through after St. Quentin was due to the incomplete co-operation of the artillery and infantry. Hence plans have been made for the quicker bringing up of artillery, including fresh devices like application of the tank principle to the shifting of batteries.

THE WAY TO MERCIFUL PEACE.

NEWEST GERMAN PEACE TACTICS.

DIRECTED AGAINST AMERICA.

LONDON, May 10.

A Daily Mail correspondent in Switzerland describes the newest German peace offensive as directed against the United States through Switzerland. It appears that, three weeks ago, the German Government tried to get its offers sent to President Wilson through Professor Heron, an American living in Geneva, whose book "The Menace of Peace" has gained him President Wilson's friendship and esteem.

A Munich professor, named Quide, a friend of Count Hertling, visited Professor Heron accompanied by the Dutch pacifist, M. Jong van Diek. He declared that he had come on behalf of Count Hertling and the German Foreign Office to prepare the way to a merciful peace. He assured Professor Heron that the Reichstag peace party was about to obtain predominance in Germany and wished Professor Heron to prepare President Wilson to profit at the auspicious moment. Professor Quide declared that Germany was ready, easily, to grant Alsace-Lorraine autonomy, provided Alsace-Lorraine was not mentioned in the Peace Conference; secondly, if the Breton Conference were not raised at the Peace Conference, Germany might make certain concessions; thirdly, that there was no economic war after the war; fourthly, that the German colonies must be restored. Professor Quide explained that the present offensive on the Western Front was the final effort to achieve peace.

Professor Heron indignantly asked how Professor Quide could request him to lay such a riddle of cant and deceit before the American people. It would simply strengthen the determination of the Americans to continue fighting till Prussian militarism was extinguished.

Professor Quide left weeping. Professor Heron next week was besieged by offers from Herr Hoff, also a friend of Herr Bullin, and a certain Count official of high social standing. They used the telephone when they found Professor Heron's door shut.

Professor Quide and the others have now returned to Germany, with the exception of Herr Hoff, who is in hospital at Bern with stomachic poisoning.

Professor Heron, discussing the matter with the correspondent, said he believed these people were now convinced for the first time that the United States intended to fight till their righteous objects are achieved.

HOW GERMAN BULLIED HOLLAND.

MINISTER EXPLAINS WHY SITUATION WAS SERIOUS.

AMSTERDAM, May 11.

The Foreign Minister (Dr. Louren) in the Second Chamber stated that the reason why the Government described the recent situation with Germany as serious was due to the manner with which Germany had made her demands, part of which were immediately recognized as unacceptable. The Dutch Minister of Berlin was clearly told that if the German demands were not granted the consequences would be very serious for Holland.

Dr. Louren added that the Associated Governments fully understood the seriousness of Holland's position and had declared that while maintaining their neutrality as regards the principle, they would not permit difficulties to be made for Holland.

HONGKONG DEFENCE CORPS.

Orders for Auxiliary Company by Capt. J. H. W. Armstrong, V.D.

PARADES AT BELCHERS BATTERY.

Tuesday, 14th May.

7.30 a.m.—Right Half Co. Full drill.

7.45 p.m.—Left Half Co. Full drill.

Thursday, 16th May.

7.30 a.m.—Right Half Co. N.C.O.'s class. All under rank of Sergt. to attend.

7.45 p.m.—Left Half Co. N.C.O.'s class. All under rank of Sergt. to attend.

Friday, 17th May.

7.30 a.m.—Right Half Co. New Layers' class only.

7.45 p.m.—Left Half Co. New Layers' class only.

Orders for Engineer Company by Captain W. Russell.

10th to 17th May, 1918.

K. L. WANNING NIGHTLY.

Parades as per rosters posted at Headquarters. Engine Drivers at 6.30 p.m. Electricians at 8.45 p.m.

OFFICERS' MEET FOR DUTY.

Belchers.—Lieut. Hall.

Lyceum.—Capt. James.

Stonecutters.—Lieut. Stevenson.

INSTRUCTION FOR N.C.O.s AND MEN OF THE INFANTRY BATTALION ATTACHED FOR DUTY.

Class 1 at Belchers at 8.30 p.m. on Mondays and Thursdays.

Class 2 at Belchers at 8.30 p.m. on Tuesdays and Fridays.

Class 3 at Lyceum at 6.30 p.m. on Tuesdays and Fridays, under Staff Sergeants Orendone and Parsons, R.E., Sergt. Day and Corp. Norris, H.K.D.C., at Belchers; and Staff Sergeants Barclay and White, R.E., and Sergt. Williams, H.K.D.C., at Lyceum.

Orders for Infantry Battalion by Major H. A. Morgan.

PARADES.

"A" Company.

Tuesday, 14th May.

5.30 p.m.—Nos. 1, 2, 3 and 4 Platoons on Polo Ground. Hongkong residents will parade at the Cricket Club at 5.10 p.m. and proceed by train to Causeway Bay. Company drill.

Wednesday, 15th May.

5.30 p.m.—N.C.O.s of Nos. 3 and 4 Platoons (as detailed by Platoon Commanders) at Headquarters. T.E.T.

Friday, 17th May.

5.30 p.m.—N.C.O.s of Nos. 1 and 2 Platoons (as detailed by Platoon Commanders) at Headquarters. T.E.T.

Tuesday, 14th May.

5.30 p.m.—Nos. 5, 6, 7 and 8 Platoons on Polo Ground. Hongkong residents will parade at the Cricket Club at 5.10 p.m. and proceed by train to Causeway Bay. Company drill.

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INTIMATIONS

"REGAL" RECORDS.

7330 (Punjab March Rand

7301 (The Whistler and His Dog (Descriptive)

7183 (Oh, you Women (Humorous March)

7183 (Under the Palms

7287 (Jamie's Patrol

7187 (Rock of Ages

7187 (Nearer my God to Thee

THE ANDERSON MUSIC CO., LTD.

TEL. 1335

JAPANESE MAKERS.

Every kind of Footwear.

MADE TO ORDER

CHERRY & CO.

PEDDER STREET.

Opposite Hongkong Hotel.

Telephone No. 491.

Hongkong, March 20, 1914

MARTIN'S APOLISTEEL PILLS

A French Remedy for all Disorders of the Digestive System.

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THEATRE ROYAL

T. DANIEL FRAWLEY PRESENTS

THE FRAWLEY COMPANY

IN A SERIES OF NEW AND CURRENT SUCCESSES.

COMMENCING

TUESDAY, May 14.

Max Marcius Drama of New York Life

"THE HOUSE OF GLASS"

WEDNESDAY, May 15.

"CHEATING CHEATERS"

The Play of Surprise. It keeps your wondering.

THURSDAY, May 16.

By special arrangement with David Belasco

"THE BOOMERANG"

By Winchell Smith & Victor Mapes.

FRIDAY, May 17.

Henry Miller's Comedy of Charm

"THE RAINBOW"

SATURDAY, May 18.

By special arrangement with Cohen & Harris

"IT PAYS TO ADVERTISE"

One continuous scream of laughter.

Prices - - \$3, \$2 & \$1. Booking at MOUTRIE'S.

Curtain 9.15 p.m. sharp.

PHILIP CARLTON, Manager.

To-day's Advertisements

JAVA-CHINA-JAPAN LYN.

JAVA-PACIFIC LYN.

NOTICE TO CONSIGNEES.

THE Steamship "TISALAK"

having arrived from SAN FRANCISCO.

Consignees of Goods are hereby notified that all Goods are being landed at their risk into the Hazardous and/or extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. whence and/or from the Wharves delivery may be obtained after the 19th May.

No claim will be admitted after the 19th May, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 19th May, at 10 a.m. by the Company's surveyors, Messrs. Goddard & Douglas.

The insurance whatsoever has been effected.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LYN.

Agents.

Hongkong, May 15, 1918.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

THE Company's Steamship "YOKOHAMA MARU"

having arrived, Consignees of Goods are hereby informed that Goods are being landed and placed at their risk into the Hazardous and/or extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. whence and/or from the Wharves delivery may be obtained after the 19th May.

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Agents.

Hongkong, May 15, 1918.

HONGKONG REGISTER.

Barometer 29.84

Temperature 72

Humidity 77

Direction of Wind S

Force 3

Rain 0.00

T. F. CLAXTON, Director.

Hongkong, May 15, 1918.

BRIDGE SCORERS

In Books of 50 SHEETS.

30 years' work.

Four for One Dollar.

Obtainable at

The China Mail Co.

A GOOD RULE FOR THE HOME

A good rule for the home is to always keep on hand a bottle of Chamberlain's Colic, Cholera, and Diarrhoea Remedy as a safe-guard against bowel complaints. It always comes promptly and is not dangerous. It is sold by all druggists and is a good rule for the home.

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